

THE ORANGE COUNTY SOARING ASSN., INC.

by BOB GURR, President

(Editor's note: This article was solicited to tell the success story of a club that has in just a few years become one of the most active soaring groups in the U.S. It might show the way to those who are on the fence about getting a new club going, and offer ideas on policies and operations to existing clubs.)

During late 1959 a group of soaring enthusiasts jointly operated an L-K owned by John Ziler and referred to themselves as "Ziler's Soaring Zealots." Shortly thereafter the group grew to number 18 persons who formed and incorporated with the State of California an organization known as "Orange County Soaring Assn." hereinafter referred to as "OCSA." The operating policy and bylaws were drafted after lengthy wrangling as to various methods to adopt which would result in the most equitable plan for club members. This wrangling apparently was worthwhile since the club policy has resulted in steady growth of both members and treasury.

The basic membership costs \$5.00 for yearly OCSA plus \$10.00 for mandatory concurrent SSA membership. Family Members join at \$5.00 OCSA plus prevailing SSA rates. Within this general membership is provision for a "Flight Group" whose members pay \$10.00 per month plus a nonreturnable \$100.00 initiation fee. There is no hourly charge for use of any club equipment. The club has two instructors and no charges are made to students for instruction time. The main qualities of prospective members are cooperative attitudes toward club flight procedures, willingness to perform ground crew work and obviously some inclination to join work parties on ship repair and rebuild.

Walt MacFarlane is an A&E and guides all our work. The club has rebuilt its own P-R and has done its own repair to training damage incurred on the leased L-K, thus holding treasury expenditures to a minimum. This has allowed the club to purchase outright the P-R and a zero-time L-K basket case which is

now being reassembled. In addition, the club owns 70% of a 1-26, two tow cars, a winch, five chutes, one barograph, and one large box of assorted glider-type junk.

Extravagant expenditures have been avoided and social functions, interclub activities and publicity have been minimized. Always the prime target has been to provide the most flying time for the least cost with the

purchase another ship or restrict membership in order to hold this ratio.

The club flies the L-K about 11 hours per month, the P-R 14 hours per month, and the 1-26 25 hours per month. Each ship averages 480 to 510 flights yearly at hourly costs varying from \$6.62/hour for the L-K to \$4.03/hour for the 1-26 and \$1.35/hour for the P-R. The 1-26 is available to any flight group member for cross-country during the week, and all weekend flying is done on the first-come-first-serve basis with the airport towplanes selling tows.

At the moment our goal would be to operate a metal two-place sailplane at \$6.00 hour in addition to our P-R and 1-26. Any suggestions?



The Orange County Soaring Association conducting a winch-towing operation at Skylark Airport, Elsinore, California. Their 1-26 is on the line, ready to take off, the L-K is behind it and the Pratt-Read is in the foreground. Note the use of telephone and binoculars by supporting members.

most incentive for work and soaring. Accurate charts are kept showing both past progress and proposed growth patterns so that decisions can be made with confidence. This club has so far shown its ability to grow at 10 members per year and \$100.00 per month. The ratio of flight group members to sailplanes has been found to work well at 10 to 14. We merely

Korean Training

The Nov. 13th *Pacific Stars & Stripes* reports that college students in the Republic of Korea are receiving glider training as part of a special physical training program. An 11-man ROK Air Force staff is conducting the training of the first 38 students at the Seoul Air Force Base in a 10-day course.

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